CENTRAL ASIAN JOURNAL OF THEORETICAL AND APPLIED SCIENCES

Volume: 03 Issue: 06 | Jun 2022 ISSN: 2660-5317

Actual Issues of Design of Small Towns in Uzbekistan

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Received 24th Apr 2022, Accepted 26th May 2022, Online 30th Jun 2022

Annotation: *In 2010, there were 120 cities of different sizes in Uzbekistan, with a population of 14,425,900,000. 88 of them were in small towns, where 1913.8 thousand people lived. According to the Resolution of the Cabinet of Ministers of March 13, 2009 № 68 "On additional measures to further improve the administrative-territorial structure of settlements of the Republic of Uzbekistan", 965 rural settlements with a population of 4434.3 thousand people were granted the status of urban settlements. Today, 32 mln. 16.5 million of the population live in cities. Since the bulk of cities are small towns, new research in urban planning is needed. Scientific project proposals on architectural and planning solutions of the central and structural parts of small towns are given.*

Keywords: *architecture, engineering, city, project, township, settlements, building, complex.*

Introduction

Among the important issues outlined in the Action Strategy for the Development of Uzbekistan for 2017-2021, the issue of architecture and urban planning is a constant and topical issue, which requires constant updating and improvement in accordance with the requirements of the time [1,2,3].

At the same time, the problems of small towns are growing. Therefore, the study of urban planning and especially the development of small towns is an important issue in addressing these issues. At present, there are 119 cities and 1,085 urban settlements in the country. 80% of these cities are medium and small towns. All settlements consist of uncategorized small towns [1,2,3].

The socio-economic substantiation of the city is based on the fact that industrial zones, cultural and educational institutions, sports facilities, trade and household enterprises should be organized in a rational complex, providing favorable conditions for work, life and leisure [4, 5].

As a result of a thorough study of the natural climate of the regions of the country, the living conditions of the population and all such urban planning conditions, it is necessary to develop urban planning projects that are suitable for each region [6,7].

From the world experience of urban planning we can see that the basis of the emergence of developed cities is the idea of advanced urban planning. We can see the arrival of people in these cities and the growth of the urban population, that is, the process of urbanization. Because the living standards and quality of life of people in urban areas are high, there are many opportunities for development [7,8].

Therefore, the main problem of urbanization is the creation of industrial zones and processing of industrial waste in order to prevent such situations in the country, ie to prevent the concentration of the population only in developed cities and regions, and to increase employment as a starting point for improving the lives of all citizens. implementation of the problem is one of the most pressing issues [9,10,11].

The main part.

Urbanization processes are a factor that leads to the development of an entire society. The process of urbanization and urban development, which are its products, directly serve as the main source of this development. The role of cities in this area is becoming increasingly important as new technological processes, the emergence and development of intensive industries, the development of such tools as science, culture, information.

The creation of factors of production in cities by urbanization processes, the activation of the exchange of scientific and technical information, the creation of favorable conditions for strengthening cultural and creative ties lead to the concentration of human settlements. Consequently, this situation leads to situations that affect the domestic side of social life. For example, the excessive expansion of settlements, population growth, the density of living and moving places, the excessive growth of automation and technical processes. This results in environmental imbalance problems. The natural environment (soil, flora, surface and groundwater system, fauna, etc.) is changing.

There are two indicators that define urbanization processes. The first is an increase in the ratio of urban population to total population, while the second is an indicator of urban population growth.

The process of urban growth leads to the subjugation and annexation of existing settlements or newly formed settlements around cities. At the same time, in some cases, suburban settlements have independent administrative boundaries, but life in them is associated with the activities and services of the suburbs. In other words, a single agglomeration occurs, consisting of any city and surrounding settlements (sometimes small towns). This is called suburbanization. The city is the center of agglomeration, the surrounding settlements are called objects of suburbanization. The term is derived from the English word suburbia (saberbia), which means “out of town”. As a result, there are interconnected settlements that are dependent on the city, but are not part of its production and service resources during the design of the city. This, in turn, necessitates the development of a draft master plan that takes into account the situation that has arisen. In order to form a single social and economic relationship in the city and its adjacent areas, it is necessary to implement additional measures and urban planning measures that connect them. Agglomeration center - when cities have all the amenities, adjacent areas are often deprived of the necessary social, commercial, consumer services in such remote areas and become "dormitory" areas. To overcome such a shortcoming, it is necessary to determine its indicators [17,18,19,20,21].

It is known that the basis of urban planning today is the idea of designing industrial cities, which emerged in the XVIII-XIX centuries and developed in the XX century. Its essence is that when industrial production came into being, it created huge enterprises employing several hundred and thousands of people instead of the small workshops and workshops that were the product of handicrafts before it. They did not fit into the structure of the feudal cities surrounded by a wall. New production and logistics tools have emerged. All of them required the design of settlements connected by vehicles (rail and road) in vacant areas. Thus industrial or industrial cities were formed, which depended on industrial development and rail and road transport. His first perfect example was taken by the engineer Tony Garne in 1902 as an example of the industrial city of Sant Et’en in France. A classic example of industrial cities was the idea of locating an industrial production area on one side of the road and rail transport route and a residential area (selitba) on the other. This design was later called "linear composition". It was later based on

"parabola", "net" and other types of compositions. At the heart of all this is the idea of locating industrial, transport, urban, urban community centers and recreation areas on the basis of mutual functional zoning. Apparently, this was a functionalist idea, the main method of which was functional zoning. Unfortunately, even today, when the development of cities depends not only on industrial production, but also on a number of other factors, most of our designers still use functionalist urbanization and functional zoning, which is based on the idea of an industrial city. However, today the number of industrial giants carrying (and carrying) freight or several wagons of cargo has dwindled. Many production processes have become much more compact due to the use of efficient technologies, harmful production facilities that need to be located away from the boundaries of the population are using new environmentally friendly production technologies.

In addition, previously non-existent manufacturing sectors, small and medium-sized businesses have emerged. Transcontinental trucks carrying many tons of cargo, gas, oil, coal and other raw materials in pipelines, air transport, free industrial zones have emerged. In most small and medium-sized businesses, industrial development requires cooperation with service, trade facilities, environmental safety, their placement directly within the residential areas. Today, it can be seen that in urbanization, industrial production is releasing its role as a single city-forming factor in the tourism industry, international trade, services, education, science, culture and other spheres of public services. In the past, during the Soviet era, rural settlements, which served as the main strongholds (settlements) of collective farms and state farms, and workers' strongholds associated with the mining industry were given the status of urban settlements. Many of them are engaged in agriculture, animal husbandry and similar industries, where they used to operate, but do not operate today. They were replaced by farms, medium and small businesses. Most importantly, there are service facilities, and especially new, private service facilities. In short, the share of the urban planning group in the population is changing radically in terms of numbers and appearance. This means that when designing settlements, it is necessary to calculate the population of the city differently.

In the United States and some other developed countries, the productive group of the population has long been the people engaged in agriculture, mining and processing of their products, in addition to the population engaged in construction, transport, communications, utilities, trade, finance and credit, services, areas of governance are also included in population indicators [11,12,13].

Also, in a number of countries, tourism services are included in the urbanization of the population in the form of industry.

Today, the trade facilities in the free economic zones, formed on the basis of the traditions of the Great Silk Road, will become the economic sector that shapes the city.

Today, the expansion of sources of raw materials, the emergence of different methods of supplying them and finished products, the use of alternative energy sources, the introduction of new environmentally friendly technologies leads to the development of alternative project proposals to the industry. . The launch of large-scale production of such a variety of artificial and biologically synthesized raw materials, the production of products using 3D printers has reduced the industry's dependence on raw materials and made it possible to place such enterprises in different capacities and locations. In many cases, industrial production has become closely linked with science and the service sector [14,15,16,17].

In the process of urbanization, the United States has formed the non-manufacturing, or in other words, the service sector, along with all its facets, as an important sector of the national economy. There, the term “service” is used in three senses: the first is the service sector in the broadest sense. This includes all non-manufacturing sectors except construction - transport, tourism services, household, trade, finance, private, professional, management services, science, etc .; the second - professional and private in the narrower

sense (hairdressing, hairdressing, repair work, legal services consulting, entertainment services, medicine, culture, science, education); the third includes services provided by the nature of labor activity and workers in the service sector [1,2,3].

The growth of services is evolving in conjunction with the urbanization process. Its growth is directly related to scientific and technological progress. It takes different forms as income increases, consumption increases, life increases. In addition, the mobile network, information technology, 3D printer capabilities, technological advances will lead to the growth of the self-service sector (e.g. laundry and dishwashing, room cleaning machines, etc.), the emergence of new forms of service.

In recent years, new types of financial, credit and customs services have emerged. Therefore, as urbanization and urbanization processes in general develop, the development of the individual, intellectual relations, is seen as the locomotive of their production.

Scientific and technological progress has had and continues to have a direct impact on logistics. Different means of communication emerged. Transport speeds are increasing exponentially. The speed of transport today cannot be compared with the speeds of airplanes, trains, cars 20-30 years ago. Both railways and highways, both within and outside the city, the number and number of stations, parking spaces are declining [1,2,3,4,5].

Consequently, in the past, industrial production was directly related to noise, dust, smoke and other environmental inconveniences, large loading and unloading areas and, consequently, railways. Now the intensification of these processes has the right to change the territory they occupy and their location.

Today, it is not enough to calculate the population of settlements only by dividing them into groups of people who make up the city and do not have their own activities.

Conclusion

The main part of the urban planning practice in Uzbekistan are small towns, which play an important role in the process of urbanization in Uzbekistan. Natural, climatic and socio-economic conditions must be taken into account when designing small towns in Uzbekistan.

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